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LECTURE CXL.

R. A. F.'S SILVER JUBILEE.

(25th Anniversary—April 1, 1943).

The 25th anniversary of the formation of the R. A. F. (April 1) shows that Britain's Air Force, developed to the maximum in the first World War, dwindling in peacetime to the minimum in accordance with the Western democracies' policy of disarmament, has developed again under the stress of Hitlerism and the second World War for the second time into the most formidable air striking force ever.

In August 1914, the R. A. F. was not yet born. Instead there was the Royal Flying Corps (146 officers, 1,079 other ranks and 179 planes) and the Royal Naval Air Service (130 officers, 700 ratings and 91 planes).

Of these 270 planes only 100 were fit to take the field.

In November 1918, the Royal Air Force (established on April 1, 1918) had 27,333 officers, 263,837 other ranks with 22,647 planes.

The best plane in 1914 was the "70—Renault BE" with a speed of 73 miles per hour which could climb 3,000 feeet in nine minutes. Its armament: rifle or revolver.

A typical plane of 1918 "Sopwith Snipe" had a speed of over 130 miles per hour and could climb 15,000 feet in 12 minutes. Its armament: two Vickers machine-guns firing together 1,500 rounds per minute through the propeller.

FIFTY PLANES A MONTH.

Production in 1914 was not well organised and an average delivery of 50 planes per month during the first 12 months of the war was reached. In 1918, the average delivery was 2,700 planes per month during the last 12 months of the war. In March 1920, only 25 R. A. F., squadrons were in existence (12 at home) with eight in the process of formation. The personnel was 2,800, including all ranks.

In 1923, when 35 R. A. F., squadrons were in existence, it was decided to increase the Home Defence Force to 52 squadrons. In October 1933, Germany left the disarmament conference. In July 1934, the programme announced new increases in the R. A. F. Home Defence Force from 52 to 75 squadrons plus an additional eight squadrons for the Fleet Air Arm and the R. A. F. overseas.

In 1935 new measures were announced which superseded the 1934 programme calling for 1,500 first line planes by the spring of 1937. In 1936 the R. A. F. was still further expanded. The target now was 1,750 planes for Home defence and 217 for the Fleet Air Arm by the spring of 1938, plus 418 for the R. A. F. overseas by 1939. The expansion continued but further figures were secret. The R. A. F., small in numbers during and between the war periods, was very advanced technically, e. g.,

(1) In 1931, the R. A. F. won the Schneider Trophy outright. This competition assisted in the development of the famous Rolls Royce Merlin engine.

(2) In 1933, the decision to equip the R. A. F. with multigun fighters was taken.

(3) The Spitfire (designer R. J. Mitchell) and the Hurricane (designer Sidney Camm) were ordered; both appeared in public in 1936. The Rolls Royce engine, the armament and the planes themselves won the Battle of Britain in 1940. Thus both Britain and the world were saved from the Nazis by the expert planning of years previously.

FARSIGHTEDNESS PAYS.

In production again British farsightedness was apparent. Shadow factories were started in 1936 designed to use the facilities of the motor industry for aircraft production. To-day the system has spread all over the country and its wide dispersal is making the industry invulnerable to air attack.

The number of planes of certain types and details of personnel and the rate of production are now all a secret. But the power of the R. A. F. in 1943 is demonstrated daily, and its technical skill is shown by the fact that since 1939 the following new British fighters have been introduced ; Defiant, Whirlwind, Beaufighter (the best night fighter in the world) and Typhoon (the fastest day fighter in the world.) The new bombers are : Beaufort, Mosquito (the fastest day bomber in the world), Halifax, Manchester, Stirling, Lancaster (the best night bomber in the world).

WEEKLY WAR SUMMARY.

27—3—43 to 2—4—43.

Russia.—After five months of the fiercest fighting a comparative lull has set in along the whole front of 1,200 miles.

In the SMOLENSK sector the Red Army after reaching the river Vopets has penetrated the DOROGOBUS area. It has now reached a line which the Russians occupied eighteen months ago. The double thrust south of BYELI and north of VYASMA towards SMOLENSK has slackened.

On the KHARKOV front the battle-line follows the course of the Donetz. German attacks in the CHUGUYEV area continue. In the BYELGOROD area the enemy has had a set-back. All his attempts to cross the Donetz have hitherto failed.

In the CAUCASUS, Russian forces have captured SLAVIANSKAYA and PROTOSKS. Some fighting is reported at KRIMSKAYA near NOVOROSSISK.

Tunisia.—The week began with the enemy's temporary occupation of WADI ZIGZAON, which gave him a defensive position for the time being on the Mareth line; but it was a short-lived advantage. Launching a powerful attack on March 26, south of EL HAMMA, the Eighth Army has forced the enemy to withdraw from the whole Mareth area. MARETH, TOUJANE, MATMATA, EL HAMMA and GABES have fallen. The enemy is withdrawing northwards.

American troops which occupied FONDOUK in the central sector during the week, are now within 18 miles of KAIRWAN.

In the northern sector fighting continues east and north-east of JEBEL ABIOD.

The Pacific.—Allied bombers attacked AMBOINA town and harbour, scoring direct hits on two ships.

Japanese bombers raided Oro Bay in NEW GUINEA, and sank a merchant vessel for the loss of 25 planes.

On March 26, an American naval patrol contacted a Japanese fleet off ATTU Island. The results have not yet been announced.

Allied air-raids were carried out over the following places:—UBILI, RABAUL, GASMATA, LAE, SALAMUA, FINSCHHAFEN MUBO, KISKA, VILA, MUNDA, UGALI, NAURU Island, CAPE GLOUCESTER, BOBODURA and KAL Island.

China.—In HUPEH Province, the Chinese raided the Japanese air field at KINGMIN. This was followed by a Japanese counter-attack north of ICHANG.

The Chinese continuing their attack along the Yangtse have taken MICHITAI, a town on the south bank. Fighting has flared up again in the Eastern SHAN STATES.

At KENGTUNG in BURMA the Japanese launched an attack towards the Chinese frontier in South YUNNAN.

Burma :—

March 25.—The R. A. F. raided the railway junction at KATHA and the air-field near MEIKTILA.

On the same day Japanese bombers attacked an air-field in south-east BENGAL. The damage was slight and the casualties few.

March 26.—The R. A. F. attacked the railway station at NONYWA, an air-field at TOUNGOO, a railway engine at YEDASHE, and the town of MAUNGDAW.

March 27.—Twelve enemy air-craft were destroyed when they attempted a raid on COX'S BAZAAR in the ARAKAN area and on shipping in the Naf River. The damage and casualties were slight.

March 28.—The U. S. Air Force bombed the RANGOON Central station and the MINGALADON air-field.

ALLIED AIR RAIDS.

21—3—43 (Sunday).

EUROPE.

NIGHT:—

The viaduct at MORLAIX (Western France).
The harbour at NAPLES (Italy).

TUNISIA and the MEDITERRANEAN.

MARETH LINE.
The landing ground at HAMMA.
Enemy concentrations between KETANA and MARETH.

RUSSIA.

Air combats and grounded aircraft all along the RUSSIAN front.

FAR EAST.

A Jap destroyer in the SOLOMONS Sea (hit twice).
The airfield at GASMATA (N. Britain).
A Jap ship off CAPE GLOUCESTER and CAPE NAMARIPI.
An airfield at MADANG (N. Guinea).
FINSCHHAFEN (N. Guinea).
A Jap village in KAI Islands.
VILA, MUNDA, KAHILI (all in Solomons).
Railway station at LOKAY (Indo-China).
AKYAB area.

22—3—43. (Monday).

EUROPE.

DAY:—

The German Naval base at WILHELMSHAVEN.
Targets at MASLUIS.
Objectives in HOLLAND and Northern FRANCE.
The submarine base at ST. NAZAIRE (France).

TUNISIA and the MEDITERRANEAN

Enemy tanks and armoured cars south of EL HAMMA.
ZARAT.
Airfield at MEZZOUNA.
The docks at PALERMO (Sicily).
A convoy between SICILY and TUNISIA (1 destroyer and some other ships sunk); (8 enemy planes and 11 Allied planes lost).

RUSSIA.

Air combats and grounded aircraft all along the Eastern Front.

FAR EAST.

Airfield at GASMATA (N. Britain).
The airfield at SALAMAUA (N. Guinea).
Jap installations at MOGUANG (Burma).
PROME (Burma).
Enemy positions at LAUNGCHAUNG and KALA CHAUNG (both in Burma).
Airfield at MAGWE (Burma).

23—3—43 (Tuesday).

EUROPE.

DAY:—

ST JOSEPH'S locomotive works near NANTES (France).

NIGHT:—

Ry. targets in FRANCE and GERMANY.
Laying mines in enemy waters.

TUNISIA and the MEDITERRANEAN.

Enemy tanks in the northern sector of TUNISIA.
The docks at BIZERTA.
Enemy positions between MARETH and GABES.
An enemy airfield near SOUSSE.
Axis shipping in the SICILIAN CHANNEL.
Railway and Industrial Installations in SICILY.

RUSSIA.

Air combats and grounded aircraft all over the Russian Front.

FAR EAST.

The airfield at GASMATA.
KISKA (Aleutians).
MUNDA (N. Georgia).
Villages in the AKYAB area (Burma).
RATHEDAUNG area (Burma).

24—3—43 (Wednesday).

EUROPE.

DAY:—

Railway communications in Northern FRANCE and GERMANY.

NIGHT:—

Laying mines in enemy coastal waters.

TUNISIA and the MEDITERRANEAN.

The docks at FERRYVILLE.
Enemy airfields behind the enemy's lines.
Enemy vehicles south-east of EL GUETTAR.
MARETH Line.
EL HAMMA.
An enemy airfield near SFAX.
The harbour at MESSINA (Sicily).

RUSSIA.

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

The harbour and airfield at RABAUL (N. Britain).
MUNDA and **VILA** (Solomons).
The airfield at TOUNGOO (Burma).
Patrols over KALADAN and MAYU rivers.

25—3—43 (Thursday).

EUROPE.

DAY:—

Marshalling yards at ABBEVILLE (France) (none of our planes lost).

NIGHT:—

Ry. targets in Northern FRANCE and GERMANY.

TUNISIA and the MEDITERRANEAN.

Enemy vehicles in the EL HAMMA area.
Airfields behind the enemy's lines.
The docks at SOUSSE.
Enemy concentrations in Southern TUNISIA.

RUSSIA.

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

The harbour and airfield at RABAUL (N. Britain).
U-BILI (N. Britain).
GASMATA (N. Britain).
Supply centre of SALAMAUA (N. Guinea).
Town and shipping in the harbour at AMBOINA.
MUNDA (N. Georgia).
KAHILI (Shortlands).
Railway junction at KATHA (Burma).
Airfield at MEIKTILA.

26—3—43 (Friday).

EUROPE.

DAY (1 Axis plane shot down):—

Transformer station at SAINT LO.
Targets in NORMANDY.
Locomotives, canal barges and transformer stations in Northern FRANCE and BELGIUM.

NIGHT:—

Tatgets in the RUHR including port of DUISBERG (6 allied planes missing).

TUNISIA and the MEDITERRANAN.

Enemy positions around EL HAMMA.
Supply lines and airfields behind the enemy lines.
Ry. station at CEKHIRA.
The docks at SFAX.
MAKNASSI area.
Enemy transport in the GABES area.

RUSSIA

Air combats and grounded aircraft all along the entire Russian Front.

FAR EAST.

KISKA (Aleutians).
Jap shore installations at MUNDA (N. Georgia).
Airfield at GASMATA (N. Britain).
The railway station at MONYWA (Burma).
Airfield at TOUNGOO.
A railway engine at YEDASHE (Burma).
MAUNGDAW (Burma).
A Jap occupied village in the MAYU Peninsula.

27—3—43 (Saturday).

EUROPE.

DAY:—

Industrial and military objectives in Western GERMANY.

NIGHT:—

Railways, KRUPPS works and other targets in BERLIN.

TUNISIA and the MEDITERRANEAN.

Enemy tank and armoured cars in the GABES area.
Enemy positions in the EL HAMMA area.
Airfields behind the enemy lines.
Railway communications in SICILY.

RUSSIA.

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Jap positions at VILA.
A supply dump at MUNDA (N. Georgia).
Airfields at GASMATA and RABAUL (N. Britain).
Jap shore installations at KISKA (Aleutians).
Villages in the AKYAB area (Burma).
Jap positions in the MAYU River area.

ENEMY AIR RAIDS.

22—3—43 (Monday).

BRITAIN.

No information available.

NORTH AFRICA.

American armoured cars in the MAKNASSI area.

RUSSIA.

BYELGOROD.

23—3—43 (Tuesday).

BRITAIN.

South-west ENGLAND (2 axis planes shot down).

NORTH AFRICA.

British 8th army in front of the MARETH Line.

RUSSIA.

CHUGUYEV area.

24—3—43 (Wednesday).

BRITAIN.

South-East coast of ENGLAND (2 axfs planes shot down).

NORTH AFRICA.

Air combats over the TUNISIAN battlefields.

RUSSIA.

The area north-east of BYELGOROD.

25—3—43 (Thursday).

BRITAIN.

SCOTLAND and North ENGLAND (4 axis planes shot down.

NORTH AFRICA.

American positions in the MAKNASSI area.

RUSSIA.

Russian position in the upper DONETZ area.

FAR EAST.

CHITTAGONG area (India),
The airfield at GUADALCANAR.

26—3—43 (Friday).

BRITAIN.

No air atcivity anywhere over BRITAIN.

TUNISIA.

British 8th Army's front line positions.

RUSSIA.

Russian army advancing towords SMOLENSK.

FAR EAST.

An airfield in Southern BENGAL.
Air combats over DYEKEACKALAND BAY (1 Jap plane shot down).

27—3—43 (Saturday).

BRITAIN:—(1 Axis plane shot down).

A place near the South-east coast of ENGLAND.

TUNISIA.

Allied supply lines behind the British 8th Army.

RUSSIA.

Russian army advancing towards SMOLENSK.

FAR EAST.

28—3—43 (Sunday).

BRITAIN.

No air raid anywhere in BRITAIN.

NORTH AFRICA.

No enemy air activity.

RUSSIA.

Russian positions in the CHUGUYEV area.

FAR EAST.

Reconnaissance over the GUADALCANAR area.

SIDE LIGHTS.

POST-WAR RECONSTRUCTION. It may seem strange that in the midst of war, with its lengthening shadows over sea and land, with Hitler still unconquered in RUSSIA and North AFRICA, and JAPAN in the Pacific, our leaders should turn thoughts to peace, that Mr. Eden should go to AMERICA to plan a post-war world, that Mr. Churchill, rising from his sickbed should broadcast on a Four-Year Plan, and Madame Chiang-Kai-Shek should plead for international understanding and peace before the bar of humanity.

For one thing, all this argues a quiet confidence in an assured victory, as the only possible issue of the present struggle, and secondly, it reveals a growing conviction that the successful prosecution of the war in the present is to a certain extent dependent on the adjustments to be made for the future, and that unless the future itself is planned wisely now, the sacrifices of the present will have gone in vain, and will lead to world war No. III, if not to a periodic outbreak of successive wars coming upon the world like the visitations of an epidemic.

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Mr. EDEN'S VISIT. We do not know the exact scope of Mr. Eden's visit, which is described as exploratory. The closer knitting of the Anglo-American alliance with RUSSIA must surely be one of them. An international system better than the League of Nations must be another.

The need for such moves is urgent. Each nation is already making its own demands, POLAND and CZECHOSLOVAKIA, to name only two. The small nations are setting up boundary claims already in shrill voices not always in unison. A strong, continuing United Nations Organisation must be set up to adjust and reconcile competing claims.

Further, the war is not likely to end everywhere at the same time. We shall soon witness the spectacle of war in one theatre and reconstruction in another. The Army is not the best agency to wet-nurse liberated territory. General Eisenhower has had bitter experience of a combined military and civil task in ALGERIA. A United Nations Organisation would take over this task.

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MADAME CHIANG'S APPEAL The future of the world surely depends on a proper integration of States and peoples, and for this there is no better means than a better understanding. This is Madame Chiang's pleading. Though countries may be divided by their different histories, cultures and traditions they should be brought together, she tells us, by understanding developing into fellowship. We must build better than the builders of the League of Nations. Chastisement should follow transgression. A Parliament of man, enforcing its decrees by sanctions should remain a poet's dream no longer.

Mr. CHURCHILL'S FOUR YEAR PLAN. Mr. Churchill's broadcast on the Four Year Plan, though primarily intended for BRITAIN has a wider application. Detaching himself, for the moment from war thoughts—from planes and U-boats and the carnage of the battle-field—the Premier indulges in a vision of the future, feeling that the time has come to make his own contribution to it. With the wisdom that age and experience have brought him, he takes care to point out that any blue-print planning for the future would be foolish and that all that one generation can do for another must be tentative now and limited by the finances of the future.

The first step, however, is to set up an inter-state organisation first, of the 'Big Three', that is, of GREAT BRITAIN, the UNITED STATES and SOVIET RUSSIA; the second step, the disarmament of the guilty states and the punishment of the 'grand criminals', as he calls the Axis leaders; the third the restitution of the occupied lands and the prevention of famine in these areas; and the forth, planning for future security by instituting a Council of EUROPE and a Council of ASIA, which will, eventually merge, into a Council initially of all the United Nations, and finally of all the nations of the world. Mr. Churchill's plan combines practicality with vision.

We wish we had space to dwell on Mr. Churchill's planning for BRITAIN'S domestic problems, on his Four Year Plan for national insurance, health and education, but we must be content with a single observation. Education, he says, must be freed for ever from snobbery. 'Human beings are endowed with infinitely varying qualities. We cannot make them all the same. It would be a pretty dull world if we did. It is, in our power, however, to secure equal opportunity'. This goes to the root of the educational problem in all lands and for every people.

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THE CHINESE EDUCATIONAL MISSION. CHINA is feeling the same way. In the sixth year of her long war she has sent out an Educational Mission to INDIA, which is now visiting important centres. CHINA and INDIA have several matters to learn from each other. CHINA believes in an education for all, and wishes to remove the evils of an education confined to a favoured few, side-by-side with an illiterate mass. She too like INDIA, is striving to vitalise her ancient classical heritage of learning with technical training for modern life and warfare. The Chinese scholar no longer grows his nails to prove his devotion to learning.

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POST-WAR RECONSTRUCTION FOR INDIA. Post-War Reconstruction is in the air. INDIA also has taken it up. A committee is being set up in the Centre, with the Viceroy as President, and Col. F. L. Brayne of PUNJAB fame, as an adviser.

HITLER'S HEROES' DAY SPEECH. Hitler too spoke on the same day (March 21) as Mr. Churchill but it was the speech of one who had no future to plan, because he had no hope of survival in the present. So he called the Atlantic Charter 'idle chatter'. 542,000 Germans have been killed so far, (this figure is of course fantastically low), cried Hitler, breaking his silence since November 18. The voice was, no doubt his, but the manner, not in his usual style of oratorical bravado. Hearers at the listening post have described the utterance as 'flat'. 'lifeless', and 'mechanical'. He spoke like a drowned man just brought back to life by first-aid, and said, 'If any of our people still be in doubt as to the full seriousness of the gigantic struggle on land, sea, and in the air—this matter of life and death—then the winter which lies behind us would remove the last doubts.

'Once again the Eastern steppes have launched their massed millions against EUROPE. The Germans of the Weimar Constitution would have been swept away before the Asiatic assault, like chaff before a hurricane.'

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HITLER'S FEAR. Hitler is in mortal fear of the Eastern Front, and is anxious to recondition and prepare the Germans for the sacrifices of the 'Last stand', when the Allies burst in from the Western Front while the Russian armies break out of RUSSIA and crash through GERMANY, when BRITAIN, FRANCE, and AMERICA as a writer has put it, will go bathing in the Atlantic. The days are gone when Hitler could talk of 'his panzers going through RUSSIA like a knife through cheese'.

Hence the lament of Goebbels :—'We grope in the dark ; it is night. Only the solitary stars show us the way, which will be long and painful. Our dead on the other side of life already bathe in the glittering light of dawn. We are the seekers, they are the fulfilled. They have already completed their day ; which for us is still full of riddles and tasks.

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HITLER'S HOME FRONT. 'There is no need', says Hitler, in his Heroes' day (March 21) harangue, 'for me to tell the German people this : the Home Front has, more and more become a theatre of war. Not only has the Home Front got to work for the front but it has to fight its own battles. It has to face attacks at home with the same heroism as that demanded of soldiers at front.

'Gigantic', says Hitler, is the new mobilisation ; but the inside story of this mobilisation is different. Goering's announcement increasing the working time to 56 hours a week has given rise to general grousing and grumbling. Hitler's remedy to meet the situation is to break the 'terror with a terror ten fold as great', for which, as we briefly mentioned last week, he has instituted a land-wacht (country-guard) and a stadt-wacht (city-guard). They are to function as auxiliaries to the regular police when there is an alarm and as soon as 'the button is pressed'.

All these precautions are taken because, at the back of the German mind, in spite of all Hitler's boasting, there is the feeling of an inescapable doom and a fear that the present régime will soon go up in smoke. According to Teutonic mythology, which is Hitler's faith, Valhalla will culminate in fire and go up in flames.

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THE BOLSHEVIST MENACE. Which was once Hitler's device to rise to power is now advertised to retain it. The Nazi party was organised in GERMANY by appeals to the Bolshevist peril. In 1940 French morale was undermined by appeals to the Bolshevist terror. The bogey was again trotted out to win satellites. Now Hitler beats the same drum and shouts that all EUROPE even BRITAIN, will thank him one day for ridding the world of Bolshevism.

But BRITAIN is not so simple as to be moved by this latest trick and peace feeler. She knows that the " Bolshevik menace, has no real existence today. Nobody has had the opportunity that BRITAIN has had lately of understanding Stalin. For nearly two years now the British and Russian Governments have been working in intimacy, which has created knowledge of each other and mutual respect ; and one thing is practically certain that whatever communism may be Stalin and his colleagues have absolutely no idea of preaching or spreading it.

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THE RUSSIAN FRONT. Hitler thinks—at least, so he said on Heroes' Day, that he has stabilised the front in RUSSIA. It is true, no doubt, that the recapture of KHARKOV has strengthened his position on the Donetz, and checked, for the present, the further advance of the Red Army towards the Dnieper. But it is too optimistic an assertion to say that the whole battle line has been stabilised. Tremendous battles are going on in the south, centre and north. SMOLENSK has been encircled ; the salient in front of MOSCOW has been straightened out and Russian offensives continue south of Lake Ilmen and in the KUBAN. Conditions are certainly different from what they were about this time last year. The Germans are now 400 miles to the west of where they were in 1942 ; along the whole line the German armies are kept constantly engaged, without time to rest or re-group.

Speaking of the two main offensives, now simultaneously going on in the KHARKOV and SMOLENSK sectors, Captain Cyril Falls, the well-known Commentator of the *London Times* has broadcast :—

" It is comparatively rare in War, for the opposing sides to maintain offensives in the same theatre of War in this way. The usual experience is that the weight of the more successful offensive compels the less successful and powerful to close down before very long. In this case, it must be admitted that the German offensive in the south has lately been the more successful and the more powerful. But it has shown no signs of drying up the scale of

the Russian offensive in the centre. And indeed, though this is the main Russian offensive, the Red Army has also been attacking in strength further north, notably south of Lake Ilmen.

"One explanation is probably the vast extent of the front, which tends to make movement of troops between distant parts of it rare and slow. The second is that though the Russians are at a disadvantage in numbers and armour in the south it is only because they have been unable to bring them to the scene of action". It has taken a month to rebuild 80 miles of the main railway line in the area of the Middle Don and restore 17 bridges there, which the Huns had destroyed in their retreat.

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THE TUNISIAN FRONT. The Eighth Army is on the move. But any expectation of a quick advance is premature. The Mareth defences by themselves formidable have been lately strengthened. As at EL ALAMEIN, it will take time for the Eighth Army to pierce the defences. The Tunisian Front is like the letter 'L' with Allied forces encircling the enemy's lines both on the vertical and horizontal strokes, and with Le Clerc's forces opposite the 'L' and the First Army on the flank and rear. Allied strategy is a convergent movement, which will gradually close on the enemy and hem him. In the words of General Montgomery spoken on the eve of the offensive, 'there will be no stopping the Allied troops. The Eighth Army will destroy the enemy now facing us in the Mareth position, will burst through the Gabes gap and will then drive northwards on SFAX, SOUSSE, and finally, TUNIS. We will not stop or let up, until TUNIS has been captured, and the enemy has either given up the struggle or been pushed into the sea. Hitler's injunction to Rommel is to fight and die.'

NOTE:—The enemy has now abandoned the Mareth Line—See Weekly War Summary.

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THE ARAKAN CAMPAIGN. To a flippant remark recently made in the Central Assembly that the campaign in ARAKAN was undertaken only 'to impress the Indian public', that is to say, that it had no military value, and that men were being killed and maimed only to create an impression, Sir Alan Hartly, Deputy Commander-in-Chief administered a well-merited rebuke, observing that it was the most fatuous remark he had heard in the course of his 40 years' experience in INDIA. Any one who had any idea of the geography or history of ARAKAN would not have made such a silly remark. The ARAKAN operations were limited in their scope, they were defensive in regard to INDIA, and were intended only to occupy the enemy as much as possible.

The following extract from the *Times* of March 26, brings out clearly the nature of the warfare now waged in BURMA and or the Indian frontier as well as in the South Pacific in general :—

"A vigorous and continuous offensive is the best, and, at present, the only effective means of preventing the enemy from regaining his lost initiative

in the Southern seas or on the Burmese Front. Its success, besides helping to wear down the resources of JAPAN in air-craft and shipping, would also guarantee the undisturbed expansion of Australian (and Indian) war production, which might be seriously interrupted by any fresh Japanese advance.

"It would, moreover, enable the Allies to add greatly to the burdens which the garrisoning of a multitude of islands, great and small has imposed on the Japanese war machine."

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THE FLYING TIGERS. "Brigadier Chennault's recent speech provides a suitable opportunity for summing up AMERICA'S contribution to CHINA in the field of aviation. More than ten years ago Col. Jouett helped to set up in CHINA her first modern school of aviation. Then came other Americans who made the aviation school in Hingchow an inspiration for CHINA'S future cavalry of the cloud.

But the A. V. G. or "The Flying Tigers" of Madame Chiang is the most spontaneous and spectacular contribution made by AMERICA to CHINA in this sphere. And A. V. G.'s "Spark Plug" from the start has been Claire L. Chennault.

The A. V. G. never numbered more than 250, but each man, pilot, or ground personnel was a trained specialist. A glance at their record in CHINA and BURMA more than attests the super quality of their heroism. "In their six months of action in the Far East", reported the American NewsWeek on July 6, 1942, "The Flying Tigers gained a legendary reputation. Using only 50 planes, they killed thousands of Japanese infantry men, and shot down about 550 enemy planes. For each Flying Tiger killed, 100 Japanese airmen died". On July 4, 1942, the A. V. G. were disbanded. Some of its members returned to the U. S. A. and some joined the unit that replaced them, the 23rd Pursuit Group of the U. S. Army air forces. A further step in the consolidation of Allied operations in the Far East was indicated by the recent announcement arom General Stilwell's H. Q. that American air activities from bases in CHINA fre now the responsibility of the Fourteenth Air Force.

There is no room for doubt that the three-fold tasks before the U.S.A.A.F. will be more than implemented. They are the strategic bombing of the enemy, ground support in certain areas for Chinese troops, and defence of the increasingly busy air-supply route to CHINA—temporarily replacing the BURMA road."

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MADRAS WAR EFFORT. As was brought out at the meeting of the Madras Provincial War Committee, MADRAS has done a good bit for the War. Her War Fund now stands at Rs. 2,22,56,028 and her subscriptions to War Loans and Defence Bonds at Rs. 1,55,95,624. She has raised 5 air-craft squadrons and contributed Rs. 2 lakhs to the Red Cross and 4 lakhs for amenities to troops. 1,28,287 men have been recruited.

PUDUKKOTTAI AND THE RED CROSS. Pudukkottai has contributed Rs. 8,000 to the Red Cross—made up as follows :—

		Rs.
'V' Diary 1943 profits	... ...	3,500
From the Pudukkottai War Fund	... ...	1,500
Sir Alexander Tottenham, Administrator	...	1,000
The Cheif Organiser, N.W.F., Pudukkottai	Collection from Drama ...	750
	,, 9 Nagarathars.	900
The Pudukkottai Municipality	... ...	200
The Town Bank, Pudukkottai	... ...	150
		8,000

v v v v v v v v v v v v v

PUDUKKOTTAI AND FUEL CONTROL. The Pudukkottai Darbar have prohibited the transport of casuarina fuel and timber from the State, except under permit.

Mr. EDEN'S VISIT TO U. S. A.

(*Vernon Bartlett*).

Mr. Eden's visit to the United States is not likely for two reasons to lead to any immediate startling decisions.

One is that in the view of the British Government this and other visits should become a part of the normal procedure between the United Nations, and should not take place only when urgent decisions are to be reached. The second reason is that Mr. Eden has not taken with him definite Cabinet conclusions about what British foreign policy should be after the war.

His journey is essentially exploratory. A great deal of valuable preparatory work has been done inside the Foreign Office upon such matters as merging European relief into European reconstruction. Only the Cabinet, however, can decide whether in each individual country peace should be made with any members of the existing administration, or whether there must be a complete revolution.

In some cases, there is a scarcity of potential leaders opposed to the existing régime, in some the importance of landing Allied troops on European soil might be held to justify the maintenance of the existing civil administration under strict Allied supervision of the men at the top ; and in some the Fascist poison is so widespread that only a revolution could give the, country and Europe the hope of peace.

Mr. Eden's consultations will certainly have to deal with such matters, and he will find divergence of views between some men, close friends of the President who are determined to destroy conditions which breed Fascism, and other men, some of them in the State Department, whose fear of Communism encourages tendencies of appeasement and negotiations with Quislings. Since Mr. Eden knows more of the Soviet Union than any other British Cabinet Minister, he should be able to lessen the divergence between these two groups.

His visit will cause the greatest interest in occupied Europe. Some Europeans are genuinely afraid of Russia although the German propaganda campaign to portray Hitler as St. George, who seeks to save the world from the Communist dragon, has been a spectacular failure. Especially since the landings in French North Africa, other Europeans are equally afraid lest the United States Government should seek to enforce decisions which override the susceptibilities of many races of Europe, and having done so should again reject its share of responsibility for making the peace treaty work.

In these circumstances, Great Britain, placed geographically and politically between these two major Allies, has greater influence in Europe than ever before.

EIGHTH ARMY PREPARES FOR ATTACK.

"FUTURE OF AFRICA CORPS SEALED"

(*News Chronicle—March 14*).

Rommel's "suicide army" along the Mareth Line is working frantically day and night preparing for the Eighth Army's attack, which the Germans know to be inevitable, now that their bid to delay it has failed.

They know that they are doomed; their future is marked out for them clearly as if it had already happened. They know that Hitler and the Duce have written them off.

The Africa Corps and the Ninetieth light, toughened old foes of the Eighth Army, will probably go on fighting all the way back to Tunis, although they are not anything like the same in morale or strength since the crashing days of El Alamein. Their morale, like that of the other German units on this front, is reported in fact to be low. Rations and conditions generally are bad, so that many would be pleased to be captured.

The remnants of those who go on fighting will be rounded up in Tunis; they are completely immobile and cannot hope to escape. It is now known that the importance the Germans attached to their offensive was considerable, and the blow of its utter failure must have been equally great.

Just before the big attack a Colonel of the Panzer Grenadier Regiment went hastily around among his troops. "You are now about to enter a decisive battle against the Eighth Army. We must win," he told them.

Then the Germans went into the British shelling, so terrific that the Italians, who merely heard it, stayed in their slit trenches for 48 hours. They remembered El Alamein. The offensive last September lasted a week, after which Montgomery was able to announce that Rommel had got "a bloody nose." This time the Germans' nose was streaming with blood in 24 hours. This was far sooner than the most confident had expected—and there is no confidence equal to that of the men of the Eighth Army.

More than the actual losses in tanks, guns and men, the shock administered to the morale of the Tenth Panzer division was the ultimate deciding factor. At El Alamein they had at least been able to fight and hit at us a few times. Here they took all the punches we were able to give—and gave none in return. Frustrated and hard-hit, wherever they went, they blundered along the impassable line of the havoc-wreaking guns, their infantry mown down by shrapnel and machine-guns. They were bombed, shelled and shot up and at no time was this "suicide army" able to administer even a slight slap.

"SUMMER OF 1940 IN REVERSE."

AIR FIGHTING PROSPECT IN 1943.

(*Raymond Clapper*).

A most amazing and unexpected crack-up in Axis air-power seems to be taking place.

Anything can happen when you find the incredible report of Major General George C. Kenney of the air-smashing of the Japanese convoy in the Bismarck Sea substantiated. Our air forces sank the entire Japanese convoy of 22 ships, brought down 72 planes and probably 23 more. That was achieved with the loss of only four planes, and 12 men who were lost with the one bomber and the three fighter planes. That is not attrition, it is annihilation at low cost.

At the other end of the Axis, enemy air power also appears to be sagging. It has been little in evidence on the Russian front. Retaliatory German air blows on England during the last few days have been pathetically weak, hardly more than token raids. In Tunisia we have clear superiority in the air.

This unquestionably is the result, in part, of the rapid growth of American aircraft production—5,500 planes last month, of which about 3,500 were combat planes. That is the big fact that will hammer out the first rough shape of Allied victory. That is the unanswerable challenge which is staring the Axis in the face. **Axis production has already been defeated in the factories of America.** There remains to carry the victory through on the battlefield, because apparently the enemy is not going to accept defeat until it is actually delivered on the hoof.

In addition to growing production, other circumstances contribute to the swift change in the balance that is taking place in the air. The superiority of Allied planes, Allied guns and ammunition must be a part of it. Americans are showing the same natural skill in the air that the R. A. F. flyers have shown. That natural aptitude, plus the most modern training, enables us to pass the Axis in man-for-man skill in the air. German and Japanese plane production may be far less than we had supposed, or possibly has been curtailed by production difficulties. Some think that in Germany fuel shortages are hampering operations.

Anyway, we have come a long way from the Battle of Britain in the summer of 1940, when Allied planes had to be hoarded and held back for the climax of the German attack on England. Now we want to pull the Axis planes into action.

Attrition will defeat Germany and Japan. It cannot defeat us. If we lose plane for plane with the Axis, or two planes for one of the Axis, we shall win' But it is being done without paying any such cost.

All of us remember how the German air force opened the way for rapid victories in 1940 all over Europe. The Germans did not do it by air alone by any means. But they could not have done it at all if they had not obtained control of the air. When we can keep our bombers pounding over Germany day and night without let-up, you are going to have a summer of 1940 in reverse.

U-BOAT : GERMANY'S FINAL WEAPON.

by

Lord Strabolgi

There is clear evidence that the German High Command has placed its highest hope in the submarine. The next period of about six months may well be the most important phase in the history of the world for many centuries.

Germany's main effort of attacks is concentrated on submarine warfare because this is the most difficult to counter. Air attack on convoys is not fruitful now as means of defence have improved. The United Nations have acquired ascendancy in long-range aircraft.

A lone surface raider is not so good a proposition as she was in the last war, when a single cruiser such as the *Emden*, or a disguised commerce raider, well handled and heavily armed, could do heavy damage on distant trade routes. Air reconnaissance has narrowed the field for such operations, and fewer merchant ships now sail singly.

In the first World War, convoys only proceeded under escort for a limited distance, but now war vessels accompany merchant fleets much further. This is because submarines now operate further afield.

Japan has made the Pacific a danger area and the Indian Ocean may at any time become one. German heavy surface warships are too few in number to be able to operate on trade routes as a fleet, and the Italian navy is confined to the Mediterranean. The Japanese fleet is busy controlling the Western Pacific and the sea routes between Japan and various theatres of war, while the Pacific operations have diverted a great part of American and British strength to this area.

But the main campaign is being fought out in the North and South Atlantic with German submarines. Much of the data required for a full appreciation of the situation is kept secret or is only known to one side. Thus only the German High Command knows the rate of construction and also of

losses of U-boats. Both these factors can be estimated, but here there must always be an element of guess work. Similarly, the rate of sinkings or damage of merchant ships is known only to the United Nations.

MERCHANT SHIP-BUILDING PROGRAMME.

The Americans publish figures of merchant ship-building, but the output of new merchant ships in the United Kingdom, Canada, India and Australia is not made known. What we do know is that the rate of building has overtaken sinkings, and that over the last six months there is a substantial balance in favour of the United Nations. We also know that there are large arrears of losses to be made up, and that German submarines are still being built in greater numbers than they are being sunk.

The *convoy system* is still the best means of defence against submarine attack, provided that there are sufficient fast escorts. But convoys are slow their speed is limited by that of the vessels they guard. A U-boat will rarely attack a convoy singlehanded. She calls up the rest of the pack, and then a concerted attack is made, usually at dusk or under cover of darkness. If however, U-boats can be kept submerged, they cannot get into position ahead of the convoys in order to attack. To do so, they must use their fastest speed on the surface. With enough fast escorts, and particularly with enough aircraft submarines can be kept submerged, and the main danger is removed. Apart, therefore, from counter-attack by bombing bases and building yards of submarines, or capturing and destroying these bases by successful invasion, the problem resolves itself into a provision for more and faster escort vessels, and of more long-distance aeroplanes and carrier-ships, to act as bases for aeroplanes in the widest parts of the oceans.

MANNING OF SUBMARINES.

An important factor is the manning of submarines. The supply of trained submarine crews at the disposal of the German naval staff is a wasting asset. It is known that a large part of the present crews are made up only partly of trained men wh o suffer severely from sea-sickness. Every submarine must carry a minimum of nine skilled technicians. These are Captain and Second-in-Command, who must be trained navigators and also skilled in the use of the periscope. Both these arts need much practice. She must have two practised coxswains able to control her manœuvres under water, two trained engineers, and two torpedo specialists able to look after these complicated weapons, and at least one skilled man to look after radio-location instruments and wireless telegraphy The rest of her crew of fifty or sixty men may be only partially trained, but these nine key men are essential.

A lack of these highly trained submarine experts caused a marked falling off in efficieney in the German U-boat campaign in 1918. It will be a matter for surprise if the same shortage of experts does not begin to make itself felt during the present year.

ARCTIC CONVOY ROUTE TO RUSSIA.

The courage and fortitude of British seamen who take vital war supplies to Russia over the Arctic—one of the most perilous sea routes in the world—were stressed by Lieutenant Commander Woodroffe, the well-known naval expert, in a recent broadcast from London.

Commander Woodroffe disclosed that a British convoy of munitions was on its way to Russia less than two months after Germany had attacked the Soviet Union in June, 1941. "The Arctic route—the shortest route open to us—is a narrow perilous passage", he said, "hemmed in by ice from the north, while from the south convoys are constantly exposed to attacks by Nazi bombers operating from the Norwegian coast. German bombers do a constant shuttle service between the aerodromes and ships; in the summer months there is not even darkness to keep them off. For five days and nights which are as bright as day, neither the men in the escort craft nor the heavily laden merchantmen have more than a few minutes' rest from attacks by German bombers. And all this in intense cold.

"For the greater part of the trip, a convoy can rely for protection from the air only on its own armaments and those of its naval escort—we cannot provide a shore-based fighter umbrella because of the distance. When we have brought a convoy through, the ships unload more than tanks and aeroplanes. As soon as they are made fast, some are busy discharging oil, fuel and aviation spirit; the ships are clearing their holds of nickel and aluminium, and machine-tools and fuel. In fact, the cargoes unloaded on to the wharves of the Northern Russia include everything that is needed for carrying on the war. For instance, in one year Britain sent more than 3,000 aircraft, over 4,000 tanks and 30,000 lorries and cars. There has never been a check in the convoy of supplies. And while Russia fights there never will be.

"The British Navy has already sacrificed two cruisers, ten destroyers and six smaller warships, with many merchant ships and, above all, lives of very many British seamen, in order to bring essential supplies of war material to the Soviet Union. Undeterred, British seamen of Arctic convoys are carrying on in the spirit of the great Elizabethans."

Commander Woodroffe said in conclusion: "They will continue their work until this matter is finished. Only death can stop them."

FRENCH GUERILLAS IN OPERATION.

J. B. Wareing.

How inconceivable before the war, or even a year ago, would have been the notion that guerilla warfare could be conducted on the soil of France on any scale worth mentioning. Yet to-day resistance and even warfare by small bands of young people have become a reality, if not yet on the same scale as in the Balkans, nevertheless to an extent which causes the Germans and Laval grave concern.

These guerillas fall in two categories. Ever since the occupation, as is well known, there have been many groups of young men, effectively assisted by girl contemporaries, who in towns have led a kind of Jekyll and Hyde existence, working at their normal avocations during the day, and at night taking a hand in writing and circulating clandestine newspapers of the resistance movement, or meeting to plan how best they could collaborate with other groups when the time comes for a countrywide organised effort to assist the Allies by striking at what they know to be the Germans' weak spots. Many of these weak spots have been deliberately left unattacked so far, in order to prevent the Germans from discovering how sedulously their organisation has been studied and their plans discovered.

These groups operate mainly in Paris, but are also strongly represented in the industrial towns of the north. They bear inspiring names—those of Generals of the revolution such as Hoche, Macmahon, Kleber, or battles such as Valmy and Iona, whilst another group is named after Commandant Destienne Dorves who in 1941 was shot as traitor by the Germans.

Dating from the beginning of the resistance period, these groups have for the most part succeeded in taking such measures and precautions as to make it appear that any one that may be discovered is not connected with anything but his own immediate activities.

The nervousness of the Germans, who feel but cannot probe the existence of these secret societies, may sometimes be measured by articles written in a would-be sardonic but actually anxious vein by their tame agents in the Paris Press. A recent broadcast from Paris spoke of tins of food and bottles of champagne which are being accumulated in order to celebrate the day when the Allies land in France. **Not only that: one speaker at the Radio Paris station noted uneasily that "stock was being taken of men to be accounted for and of lengths of rope needed to hang them on the lamp posts of the Champs Elysees."**

The second and more desperate type of guerilla formation is the product of the measures taken by or on behalf of the Germans since the total occupation of France. These comprise mainly soldiers and officers demobilised after the German onslaught on Toulon as punishment for the French resistance there and also as a precaution. More recently, their numbers have been swollen by young men ear-marked under the industrial conscription scheme as workers for Germany, but resolutely determined never to go. Ex-soldiers, often still under orders of their former officers, have taken care to provide themselves with rifles, machine-guns and hand grenades. They live for the most part in mountains and forests, especially in the Jura mountains and the Alps, and their methods consist of ambushing German columns in trains, setting fire to German dumps and supply ware-houses in cities, and organising the throwing of bombs into places where the Germans assemble.

In a comparatively short period of time there will be in France, as there already is in Greece, Serbia and elsewhere, a large armed force ready to give the utmost assistance in their power when the Allies land in Europe.

ROYAL AIR FORCE TRANSPORT COMMAND.

REMOVING STRAIN FROM MERCANTILE MARINE.

(*The Observer*).

The formation of the Royal Air Force Transport Command meets an obvious need which has been strongly pressed on the Government for some time.

It became apparent in the long Egypt-Cyrenaica struggle that had we possessed adequate air transport the course of events would have been different. One retreat at least would not have been necessary. And it may be that sufficient transport would have enabled General Montgomery to overtake Rommel and bring him to battle. There was some air transport, a branch of the Ferry Command, which after acting as a communications channel for important personnel and vital small supplies, swelled on the Prime Minister's vistit to Cairo to a sizeable nucleus of the Air Transport Service.

The new Command seems to indicate that an effort is to be made to make our land and air forces more mobile. Our situation, with its external lines of communications, makes this essential, while any strain which can be taken by air from our mercantile marine will affect favourably the preparations for further military operations on the European mainland.

Properly organized, the Air Transport Command should carry first the supplies necessary to make it and its supporting aircraft independent of sea and land transport. Thus air and ground crews, spares, petrol and food will make up its cargoes. The Americans have carried several complete air engines at a time, even aircraft wings as well as bombs.

Its next task will be to make our land forces more mobile and help to take reinforcements to the scene of battle. This is a simple matter of transport. Highly skilled operations for the transport of paratroops and airborne forces of special tasks are a very different matter. Undoubtedly the personnel of the Air Transport Command will form a nucleus of the great Commonwealth airlines which will be needed after the war.

V. S. 300.

Concerning the Helicopter, Britain's new anti-U-boat air weapon, the *Daily Express* aeronautical correspondent says that although the type to be used has not been stated officially, there can be little doubt that it will be the Vought Sikorsky-300. The Vought Sikorsky machine is now being mass produced in America, and is undergoing tests for the U. S. Army, who call it Flying Jeep. The U. S. Navy is also to use it against the U-boat.

The VS-300 can land and take off vertically without any forward run. Thus it can be flown from the decks of the smallest merchant ship with complete safety. It will have special value in mid-Atlantic waters not regularly patrolled by flying boats, where U-boat packs wait their chance to attack Allied convoys. The VS-300 can hover above a convoy and fly backwards and sideways. It can carry depth charges. Igor Sikorsky, the famous Russian-American aircraft designer, invented the machine. It is a two-seater with two small engines. It has a main three-bladed motor—the upright propeller—which provides the lift, and one or more auxiliary motors. The under-carriage bends inward, giving a bow-legged effect.

TOJO'S SPEECH REFLECTS JAP DISMAY.

(*The Times—March 8*).

General Tojo has told the Japanese Diet that the world war must end this year, and has promised that Government will utilise all the great resources of the conquered territories to prosecute the war "to annihilate the Anglo-Saxons". Nothing seems to have been published in Japan concerning the destruction of the great convoy in the Bismarck Sea. Indeed, the very

completeness of the defeat may have left the Tokyo High Command without any final or detailed report. **But the speech and the resolution show the influence of that stunning blow, which must have dislocated Japanese plans, at any rate for the time being.**

In Australia and in the United States estimates are being published of Japanese losses in ships and aeroplanes during the past few months, and all accounts of recent operations seem to indicate **a decline in Japanese fighting efficiency in the air, whether because they are running short of aircraft or because they are finding it difficult to keep up the supply of highly trained airmen.** But if the flood of Japanese aggression has been halted, it has yet to be turned back, and the Allies have a huge task ahead of them. But if the Allies have made mistakes, the Japanese, as is now clear even from General Tojo's bravado, made an even more serious mistake in launching the war at all. They were confident of their ability to inflict crushing blows upon the British. Dutch and Americans with the help of a treacherous surprise attack What they failed to measure was the Allies' capacity for recovery. **They now find themselves committed to a long defensive war against enemies whom they cannot hope to outlast. It was much the same mistake as that made by Hitler when he suddenly fell on the Russians in 1941.**

JAP TRAP.

Every soldier in the Assam jungles is a Robin Hood today. The same old ruses that Robin Hood used, adapted to suit mortars and machine guns, are being, practised by troops as they train in Assam's jungles.

Booby traps, sudden surprise, camouflage, all play their parts, but most telling factor as regards these is the care paid to the preparation of each trap. For the aim is to make them impossible to detect, even if their presence is suspected.

The difficulty in spotting them I experienced myself today—writes an Indian Army Observer—when walking with the Commander of a forward brigade along a jungle path.

Suddenly, unsuspecting, I crashed into a pit; my feet had gone through what appeared to be a solid path. The pit was shallow, but in warfare it would have been several feet deep, and the bottom planted with sharp bamboo spikes.

A moment later my foot caught in some jungle creeper—and there was another explosion.

Meantime the Brigadier asked me to spot a light machine gun position which he said was only a short distance away. But everything merged into clumps of bamboo and undergrowth.

"Show yourselves", he shouted, and at once parts of the jungle materialised into men festooned with creepers, leaves and brush, and men dressed in mottled material which merged into the jungle colours. A short branch in a clump of undergrowth proved itself to be the barrel of the L. M. G.

Then he ordered the unit to attack a hill. Holding their fire to the last moment, they rushed up, engaged the "enemy" with volleys from the hip,

A man in the rear prepared a road-block by tying a necklace of explosives round the base of a tree. A minute or so later it crashed down across the road. an effective, if temporary, bar to enemy motor transport.

A lesson to be learned, though, is that when sufficient care is paid to the construction of these traps, they can cause infinite annoyance to the enemy by keeping him always on the look out. But the ruses must be varied.

I realised this when, as I sat down on a seat in a straw hut, a booby trap exploded and threw dust over my lunch.

FREEDOM OF THE SKIES AFTER THE WAR.

NEED FOR POOLING FOR PEACE.

(*The Times*).

The immediate purpose of the new R. A. F. Transport Command must be military, but clearly it may have an important bearing on civil flying after the war by stimulating the production of transport aircraft. When Britain was fighting for its life and holding alone the last standing rampart against aggression, there was no option but to continue to concentrate on the production of fighters and bombers. The policy justified itself in the Battle of Britain, when "the few" gave the Luftwaffe its Sedan in the English skies, and is justifying itself now when the Bomber Command is attacking German industrial centres with a force, constancy and effectiveness which have no parallel.

Diversion to the production of transport aircraft would have been difficult in the light of present facts and achievements. America was not then—and is not now—under a similar desperate impulsion, and has in fact

become the Allied air carrier and is likely to remain such until the end of the war, whatever may be done to enlarge air transport services elsewhere.

The Atlantic Charter rightly includes freedom of the seas among its cardinal principles. Freedom of the skies will be equally an asset to victory and a pledge of unity for essential international purposes. Given vision to see the opportunity and the vigour to use it, co-operation in the air after the war offers a prospect of most fruitful international action. The aeroplane has so conquered time and space that the setting-up of a world authority, assuring freedom of the skies, and exercising responsibility on behalf of the United Nations on all issues of the organisation of international air transport, ceases to be Utopian. As a result of the war, mighty and magnificent forces of men and machines have been created; experience of aviation has developed; new knowledge has been acquired. In the use of the marshalled resources of the Allied air forces imagination has been shown, and a superb spirit of service evoked.

There has been a pooling for war, victory will be fruitless without a pooling for peace. Great Britain, with her worldwide communications, has a pre-eminent interest in reaching an early agreement. There is every reason why she should take the initiative in opening negotiations with other major Powers among the United Nations.

GERMANS REALISING WHAT WAR REALLY MEANS.

The Nazi press and radio are showing signs that the German people are beginning to realise what war really means.

For years they waged war against others without feeling the full results themselves. Now, however, the situation is changing.

For instance, in a leading article the *Munchener Neueste Nachrichten Horstmichael* writes: **"If someone had foretold in 1939 that the Germans would one day suffer the trials of North Africa, Rzhev and Stalingrad or Cologne, Lubeck and Rostov, we should have broken down."**

In a talk from the Frankfurt radio station Fritzsche Echoss Michael said: "If way back in peacetime someone had prophesied to us what gaps R. A. F. attacks could tear into a large German city, then we would have shuddered at such visions."

It is pointed out in London that realisation of what war means will be brought home to the Germans with ever-increasing clarity.

PUDUKKOTTAI STATE NATIONAL WAR FRONT BUREAU.

PROGRAMME.

LECTURE CXL (*Batch 5*).

3- 4-43	Nartamalai	...	7.00 p.m.
4- 4-43	„	...	7.00 „
5- 4-43	„	...	7.00 „
6- 4-43	Pallivasal	...	7.00 „
„	Pillamangalam.		7.30 „
7- 4-43	Valayappatti	...	7.00 p.m.
„	Vendampatti	...	7.30 „
8- 4-43	Vellanur	...	7.00 „
„	Sembattur	...	7.30 „
9- 4-43	Puliyur	...	7.00 „
„	Kannangudi	...	7.30 „

LECTURE CXLI. (*Batch 6.*)

10- 4-43	Municipal Office.		6.00 p.m.
11 -4-43	Kilanilai	...	7.00 „
„	Kilanilai-Pudup-patti.		7.30 „
12 -4-43	Perumanadu	...	7.00 „
„	Pulvayal	...	7.30 „
13- 4-43	Sadayampatti	...	7.00 „
13- 4-43	Oliyamangalam...		7.30 p.m.
14- 4-43	Malaikkudippatti		7.00 „
„	Tulaiyanur	...	7.30 „
15- 4-43	Malampatti	...	7.00 „
„	Perambur	...	7.30 „
16- 4-43	Alavayal	...	7.00 „
„	Ammankurichchi		7.30 „

RECRUITING—ADVERTISEMENT—4 p. m.

3—4—43	Nartamalai.
4—4—43	„
5—4—43	„
6—4—43	Perambur.
7—4—43	Karambakkudi.
8—4—43	Kilanilai.
9—4—43	Pappapatti.
10—4—43	Vettamviduthi.
11—4—43	Tittanviduthi.
12—4—43	Arimalam.
13—4—43	Konapattu.
14—4—43	Rayavaram.
15—4—43	Kulipirai.
16—4—43	Pudukkottai.

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